

The Hong Kong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5571

晚六十月八年三十三緒光

MONDAY, SEPTEMBER 23, 1907.

\$3 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID UP Yen 24,000,000
RESERVE FUNDS " 14,550,000

Branches and Agencies.

TOKIO, CHEFOO, TIENTSIN,
KOBÉ, PEKIN, NEWCHWANG,
OSAKA, DALNY, PORT ARTHUR,
NAGASAKI, LYON, ANTUNG,
LONDON, HONOLULU, MUKDEN,
LYONS, SAN FRANCISCO, LIOYANG,
NEW YORK, HONOLULU, TIE-LING,
BOMBAY, CHANG-CHUN,
SHANGHAI, HANKOW.

Head Office—YOKOHAMA.

HONGKONG—INTEREST ALLOWED,
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposit—

For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% "

TAKEO TAKAMICHI,
Manager.

Hongkong, 6th April, 1907. [17]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP GOLD \$1,250,000
ABOUT MEX \$1,900,000
RESERVE FUND GOLD 13,250,000
=ABOUT MEX \$5,900,000

HEAD OFFICE—
to WALL STREET, NEW YORK.

LONDON OFFICE—
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS—
BANK OF ENGLAND,
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD
BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account at the
rate of 2% per annum on daily balances and accep-
ts Fixed Deposits at the following rates—

For 12 months 4 per cent per annum;

6 " 4 " "

3 " 3 " "

No. 9, Queen's Road Central,
Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 24th July, 1907. [18]

DUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID UP—SR. TAELS 7,500,000

HEAD OFFICE—SHANGHAI,
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hamburg Hankow
Kobe Peking Singapore Tientsin
Tsimshau Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:

Koenigliche Seehandlung (Picussi-
che Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichröder Berlin

Berliner Handels-Gesellschaft

Bank für Handel und Industrie

Robert Wartha & Co.

Mendelsohn & Co.

M. A. von Rothschild & Sohne Frankfurt

Jacob S. H. Stern n.f.M.

Norddeutsche Bank in Hamburg, Hamburg

Sal Oppenheim Jr. & Co., Koch

Bayerische Hypotheken und Wechselbank

München.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted

F. JUNG,
Manager.

Hongkong, 11th January, 1907. [19]

NEDERLANDSCHE HANDEL-

MAATSCHAPPIJ,

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (L. 3,750,000).

RESERVE FUND Fl. 5,000,000 (L. 417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai,

Rangoon, Samarang, Surabaya, Chefoo,

Tegal, Pecalongan, Pascoean, Tjilatjap,

Padang, Medan (Deli), Palembang, Kuta-

Radij (Acheen), Bandjernasim.

Correspondents—at Macassar, Bombay, Colom-

bo, Madras, Pondicherry, Calcutta, Bang-

kok, Saigon, Haiphong, Hanoi, Amoy,

Yokohama, Kobe, Melbourne, Sydney,

New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

THE Bank buys and sells and receives for

collection Bills of Exchange, issues

Letters of Credit payable in all important places

of the world and transacts every description of

Banking and Exchange business.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily

balances.

Fixed Deposits 12 months 4% per annum,

Do. 6 do. 4% do.

Do. 3 do. 3% do.

J. L. VAN HOUTEN,
Agent.

Hongkong, 8th June, 1907. [20]

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUNDS—

Sterling £1,000,000 at 2/- = \$10,000,000

Silver \$1,750,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

G. H. Medhurst, Esq., Chairman.

Hon. Mr. Henry Keswick, Deputy Chairman.

A. Fuchs, Esq.

E. Shellim, Esq.

E. Goetz, Esq.

R. Shewan, Esq.

A. Haupt, Esq.

J. A. W. Slade, Esq.

C. R. Lenmann, Esq.

H. E. Tomkins, Esq.

A. J. Raymond, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY

BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2% per Cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 12 months, 2% per Cent. per Annum.

For 6 months, 1½ per Cent. per Annum.

For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 17th August, 1907. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER

CENT per annum.

Depositors may transfer at their option balances of £100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 12th January, 1907. [22]

THE CHARTERED BANK OF INDIA

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £ 800,000

SHORLIY TO BE INCREASED TO £ 1,200,000

RESERVE FUNDS £ 1,075,000

RESERVE LIABILITY OF PROPRIETORS £ 800,000

INTEREST ALLOWED ON CURRENT ACCOUNT AT THE RATE OF 2 PER CENT. PER ANNUM ON THE DAILY BALANCES.

ON FIXED DEPOSITS FOR 12 MONTHS 4 PER CENT.

" 6 " 3½ " "

" 3 " 3½ " "

" 3 " 3½ " "

" 3 " 3½ " "

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" 3 " 3½ " "

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain S. Bell Smith.
"POWAN,"	2,338 "	H. I. Black.
"FATSHAN,"	2,300 "	C. V. Lloyd.
"KINSHAN,"	1,995 "	B. Branch.
"HEUNGSAN,"	1,998 "	R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday, excepted), 10 P.M. (Saturday, excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "SUI-AN,"	1,651 tons	Captain W. A. Valentius.
"SUI-TAI,"	1,651 "	G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.

On Sunday Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain W. Reynell.
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Departures from Macao to Canton on Monday, Wednesday, and Friday, at 9 A.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF THE H.K. & MACAO STEAMBOAT CO., LTD.
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	1,588 tons	Captain J. Wilcox.
"NANNING,"	569 "	Mackintosh.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M. and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 3 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions, (First Floor), opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 12th September, 1907. [5]

EXCURSION TO MACAO.

THE FAST AND SPLENDID STEAMER OF
THE COMPAGNIE FRANCAISE DES INDIES ET DE L'EXTREME-ORIENT

S.S. "PAUL BEAU"

will leave Hongkong, on SUNDAY, 29th Inst. (weather permitting) at 9 A.M. and return from Macao at 5.30 P.M. the same day.

First Class single passage.....	\$2.00
Second " return "	4.00
" " return "	1.00
" " return "	1.50

MEALS AND REFRESHMENTS SUPPLIED ON BOARD.

The steamer will be berthed at the Company's Wharf both here and at Macao.

Passages can be booked at the office of the undersigned until 5 p.m., on Saturday, the 28th, or on board on day of sailing.

For further particulars, please apply to

BARRETTO & CO.,
Agents.

Hongkong, 23rd September, 1907. [809]

REGULAR HONGKONG-CANTON LINE OF
STEAMERS
OF THE
COMPAGNIE FRANCAISE DES INDIES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 9.30 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Wharf is at the end of Wing Lok Street (Tram Station).
Canton Agents—Messrs. E. Pasquet & Co.

For further particulars, please apply to—

BARRETTO & CO.,
Agents.

Hongkong, 5th April, 1907. [370]

WEST RIVER BRITISH STEAMSHIP
COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers
"LINTAN" and "SAN-UI"
SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS.
These steamers have Excellent Saloon Accommodation, and are Lighted throughout by Electricity.

A TRIP ON THE WEST RIVER IS PARTICULARLY REFRESHING AND
EXHILARATING DURING THE HOT WEATHER.
For further information apply to—

BUTTERFIELD & SWIRE,
Agents.

WEST RIVER BRITISH S.S. COMPANIES

Hongkong, 9th August, 1907. [34]

Hotel.

KOWLOON HOTEL,
HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.
The only First-class Hotel in Kowloon.
Most Charming and Popular Resort in the Colony.
Electric Lights, Fans and Call Bells.
Bath Rooms attached to Each Room.
Telegraphic Address:
"CHEF" HONGKONG,
Telephone No. K4.

O. E. OWEN,
Proprietor.

[708]

Unrivalled for Comfort and Cuisine.
Thoroughly Up to Date with Every Modern Luxury.
Billiards and Bowling Alleys.
Moderate Terms and No Extras.
Modern Management.

Consult us Free.

Hongkong, 20th June, 1904.

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Intimation.

W.M.
POWELL,
LTD.,
ALEXANDRA
BUILDINGS.

Children's
Outfitting
Dept.

DAINTY
STYLES
IN
CHILDREN'S
MILLINERY.

BOYS'
COATS
AND
TUNICS.

INFANTS'
CLOAKS
AND
PELISSES.

W.M. POWELL,
LTD.,
HONGKONG.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"OCEANA,"
FROM BOMBAY, COLOMBO AND
STIKKITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:-
From London, &c., ex S.S. *Bellmania*,
From Persian Gulf, ex B.I.S.N. and B. &
P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 25th inst., at 4 P.M., will be subject to rent.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 18th September, 1907.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "BENMOHR,"
FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 3rd inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.
Hongkong, 17th September, 1907.

"SHIRE" LINE OF STEAMERS, LTD

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO', ANTWERP,
LONDON AND STRAITS.

THE Steamship

"BREGSONS-IREN."

Captain Tomlinson, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 25th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOME'S & Co., General Agents.
Hongkong, 16th September, 1907.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO', ANTWERP,
LONDON AND STRAITS.

THE Steamship

"GLENSTRAE"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 26th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, where they will be examined on the 26th inst., at 11 A.M.

No claims will be recognized if not presented within 14 days of the ship's arrival.

MCGREGOR BROS. & GOW.
Hongkong, 22nd September, 1907.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"LAISANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 23rd inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.
Hongkong, 20th September, 1907.

PAPST BREWING COMPANY,
MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY SIEMSSON & Co.,

Agents for

HONGKONG & SOUTH CHINA;
Hongkong, 29th July, 1907.

COMMERCIAL.

FREIGHT MARKET.

Meisard, Lamé & Rogge write in their fortnightly circular of 21st inst. as follows:-

Business has continued on much about the same lines as described in latest reports, but if the more recent attitude of liners may be taken as a forecast of likely developments, there are distinct indications that some improvement at least is imminent. Whereas for quite a number of months past vessels belonging to the fleet of the large British companies were always open to entertain proposal for charters in nearly all directions on the coast, they now almost entirely abstain from competing for any outside business unless at rates considerably above the current ones. This change of disposition is without doubt attributable to the prospective autumn trade from the Yangtze River, which, according to all reports, promises to assume very large dimensions and calls for extensive tonnage engagements in that quarter.

The Saigon to Hongkong rate stood at 14 to 15 cents at time of issue of our last circular.

Fixtures have since been effected at 12 cents, and this figure may be taken as representative of the market. Our list of settlements includes that of Norway, s.s. *Solit d'oh* lump sum basis at \$4,500, equivalent of about 15½ cents per picul. It should, however, be explained, here, that the vessel was originally taken up for a Saigon to Singapore voyage at \$4,000, but the Singapore market meantime collapsing, this charter was not carried out, and charterer felt compelled to ask owners' sanction for the substitution of Saigon to Hongkong against payment of a proportionately higher rate of freight.

—Saigon to Philippines further requirements have been filled by the settlements of a few vessels at 2 cents to one, 3 cents in case of two ports. No further demand is noticeable.

From Saigon to port, South Coast Japan, a large steamer is reported fixed at 22 cents per picul, and no business is likely to come off in view of the vast floods, which have occurred in Japan of late.

The charter of a middling-sized carrier has been arranged, from N. C. Java for Hongkong at 28 cents per picul.

On account of the local sugar market being in a very sluggish state it would appear extremely doubtful, whether in this direction additional tonnage will be required for some little time to come.

Singapore to Shanghai, opion Hongkong, a suitable timber boat has found employment, rate as per list.

Newchwang.—Numerous boats laden with beans and beansacks are said to be reaching Newchwang now from the interior and it is to be hoped that there will be sufficient accumulation to lower the prices and render chartering operations possible for the South.

Coal freights are neglected. Only fixture we have heard of is from Moji for Canton at 2½ cents per ton.

On monthly terms s.s. *Knivesberg* has been secured by a Northern concern for special business. The rate, \$4,000 per month, is a comparatively fair one.

Casualties.—German s.s. *Silverry* has apparently become a victim of the typhoon raging in the neighbourhood of the Colony on the 13th inst. The ship left Hoishow on the previous day with a cargo of coal bound for Hongkong, which port in the ordinary course of events she should have reached on the 14th instant, but not having been heard of ever since departure, her loss with all hands is to be feared. A search undertaken by the German gunboat *Tiger* has revealed no traces of the missing vessel and her crew.

Sail Freight.—There is nothing fresh to report under this head.

Sail Tonnage loading or to load:-

For New York and/or Baltimore.—Brit. ship

King George, 2,57 tons, arrived 21st July.

Brit. bark *Lynhurst*, 2,249 tons, arrived 26th July.

Brit. bark *Aleid's*, 2,492 tons, arrived 27th July.

Brit. bark *Felicia*, 2,068 tons, arrived 24th August.

Brit. bark *Lazulif*, 1,950 tons, arrived 28th August.

Sail Tonnage disengaged:—None.

Departure of Sailors:—None.

THE SISTER SUPERIOR OF JAFFNA CONVENT, CEYLON

ADDS HER TRIBUTE OF PRAISE TO THE MANY ALREADY PUBLISHED PROVING THAT

Dr. Williams' Pink Pills

ARE THE IDEAL REMEDY FOR

CHILDREN WHO ARE SICKLY & WEAK.

No better evidence of the unique curative merits of Dr. Williams' Pink Pills for Pale People could be given than is found in the fact that these Pills are a regular Household Medicine in many Schools, Convents, Homes, and other charitable establishments for children both in Europe and in the various countries of the East.

Among the most valued of the testimonials in praise of Dr. Williams' Pink Pills which we have been privileged to publish are those received from the Heads of these Institutions, such, for example,—to quote a few far Eastern ones—as given by the Rev. Father Lasen, Principal of the St. John's Leper Asylum, Burma; Sister Superior, Head of the Roman Catholic Orphanage, Peking, China; and the Rev. Mother Marie, Head of the St. Joseph's Convent School, Mandalay.

In praise of Dr. Williams' Pink Pills which we have been privileged to publish are those received from the Heads of these Institutions, such, for example,—to quote a few far Eastern ones—as given by the Rev. Father Lasen, Principal of the St. John's Leper Asylum, Burma; Sister Superior, Head of the Roman Catholic Orphanage, Peking, China; and the Rev. Mother Marie, Head of the St. Joseph's Convent School, Mandalay.

One of the latest tributes of praise to hand comes from the Sister Superior of the Jaffna Convent, Ceylon, who, under date 21st June, 1907, writes as follows:—

"I have used Dr. Williams' Pink Pills for Pale People among the children in this Convent and found them very beneficial in cases

of Weakness and General Debility. As an instance, some time ago one of the children became very run down and weak, and, after the use of Dr. Williams' Pink Pills they became quite strong and well again.

You may

ask,

"What does Dr. Williams' Pink Pills do?"

They

make what

"weak children Dr. Williams' Pink Pills with lightly

"think best of

"gratifying results."

It requires no great effort of the imagination to comprehend the fact that the Heads of big Charitable Establishments would not spend the funds at their disposal, which usually are very meagre indeed, on any medicine which did not give the best results to the greatest number of persons in the shortest possible space of time; and it is just because Dr. Williams' Pink Pills for Pale People are the ideal family medicine, equally beneficial to young children as to the middle-aged and old, of both sexes, that they are given preference among the remedies kept by these Establishments for everyday general use. In most intelligent minds the question must sooner or later arise, "How can this one medicine, Dr. Williams' Pink Pills, cure so many different ailments?" The answer is that a diseased condition of the system is almost invariably caused by weak or impure blood, and it is because they are the greatest blood tonic medicine known to Medical Science that these Pills are the remedy for so many forms of ill-health. Testimony proves that Dr. Williams' Pink Pills have cured almost numberless cases of Anaemia (weak blood), Liver Complaint, Indigestion, Nervous Debility, Headache, Palpitation, Early Decay, Rheumatism, Paralysis, Beri-Beri, Malaria, skin disorders such as Eczema, Scrofula, Pimples and Boils, and the after-effects of Fevers, Dysentery and Chills. They are world-renowned as the specific for the special ailments which trouble women between youth and middle-age; and men broken down by overwork, residence in unhealthy climates, or excess are speedily restored by their use. Obtainable at most shops where medicines are sold, Dr. Williams' Pink Pills for Pale People can also be had direct from the Dr. Williams' Medicine Co., Singapore, who send 6 bottles for \$8/- or 1 bottle for \$1.50, post free to any address.

W. ARMSTRONG,
Hon. Secretary,
Hongkong, 20th September, 1907.



HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the City Hall, on FRIDAY, the 14th inst., at 5.30 P.M., for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August, of electing Officers for the ensuing year, &c.

W. ARMSTRONG,
Hon. Secretary,
Hongkong, 20th September, 1907.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO. LTD.

(CAPITAL PAID UP \$1,00,000.)

Undertakers and Executives

THE OFFICE OF

TRUSTEE, EXECUTOR OF WILLS,

ATTORNEY, &c., &c.,

SHEWAN, TOME'S & Co.,

General Managers.

Hongkong, 2nd May, 1907.

[145]

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. ... Every 10 minutes.

9.30 a.m. to 11.00 a.m. ... Every 15 minutes.

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS
BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.

WATSON'S
HOUSEHOLD
AMMONIA.
An Elegan Preparation for the Toilet and
Bath, Refreshing and Invigorating.

LOTION
FOR
PRICKLY HEAT.
An Efficacious Remedy.
GIVES INSTANT RELIEF.

PURE CARBOLIC
SOAPs.

Highly Recommended by the Medical Faculty.
STRONG MEDICAL.

Guaranteed to contain 20 per cent. of
Pure Carbolic Acid.

MEDIUM.

Guaranteed to contain 10 per cent. of
Pure Carbolic Acid.

TOILET SOAP.

Guaranteed to contain 5 per cent. of
Pure Carbolic Acid.

FRAGRANT TOOTH
WASH.
Antiseptic and Detergent—Whitens the Teeth
and strengthens the Gums.

A. S. WATSON & CO.,
LIMITED,
CHEMISTS, DRUGGISTS AND
PHERUMERS.

THE HONGKONG DISPENSARY.
Hongkong, 7th September, 1907. [3]

BUCKHS

On September 16, 1907, at Shanghai, the wife of PERCY CRIGHTON, of a daughter.

September 16, 1907, at Weihaiwei, the wife of FRANCIS ELIAS of Shanghai, of a son.

On September 16, 1907, at Shanghai, the wife of W. HUNTER, of a son.

On September 17, 1907, at Shanghai, the wife of Capt. J. R. MILLIGAN, daughter.

On September 17, 1907, at Shan-hai, the wife of GEORGE GUNDRY, of a son.

MARRIAGE

On September, 1907, at Shanghai, Mr. H. J. WILLIAMS to Miss MAGGIE SILVA, both of Point De Galle, Ceylon.

DEATH

VANSTONE.—At the Peal Hospital, on the 22nd September, at 9:45 a.m., LIZZIE VANSTONE, wife of J. J. Vanstone, Masonic Hall, Age 43 years. Portsmouth papers please copy. [853]

The Hongkong Telegraph

HONGKONG, MONDAY, SEPTEMBER 23, 1907.

THE INDUSTRIAL FUTURE
OF CHINA.

The exceptionally well-informed article by "Asiaticus" in the *Wall Street Journal*, and reproduced in this paper last week, will have commanded attention for the correctness of the views expressed by the writer in the home journal. In noticing the article on the great question of the industrial future of China, with which the interests of this Colony are so intimately bound up, the *Singapore Free Press* remarks that "those innocent persons that think nations can shut themselves up in a ring fence and work out their own destiny for weal or woe independent of the pressure of outside humanity, are vastly mistaken. It is some such conception that is at the bottom of all the ideas of Labour and Socialism." They do not realise that there may be irresistible human forces outside of their ken and control that may some day bend them or break them as they will. Such an aggregation of forces "Asiaticus" finds in the as yet almost dormant activities of China, an aggregation of kindred peoples that has hitherto lived self-sufficient to its own needs." With the opinion of our Straits contemporary that "all that is about to be changed" most people will agree. The eagerness with which railway schemes are being taken up, the introduction of telephone system and electric lighting, the installation of wireless telegraphy, are all the practical results of the assimilation of Western ideas which is to be seen carried into effect in our own immediate neighbourhood in Canton. "Contact with the West and Western methods," as the *Free Press* correctly observes, "has taught the enlightened Chinese capitalists and merchants that the way to wealth lies in commerce and industry that shall have for a field

the whole world."

It is stated that the extra-ordinary expenditure for the Japanese Navy for next year is estimated at over \$100,000,000, which sum includes \$13,800,000 for the construction of a first-class armoured cruiser of 18,700 tons, with a speed of 25 knots, and a few destroyers. No new works are proposed for next year at Port Arthur or on the Korean coast.

Owing to the unavoidable withdrawal of one of the jurors sworn in the case of R. v. Kwock Chiu and Tse On; the case had to be adjourned until 10 a.m. to-morrow. The six other jurors already sworn in this case, and also other jurors originally summoned for the 18th instant who have not yet been drawn, will be required to attend to-morrow (Tuesday) morning at 10 o'clock.

Mr. Koch proposed a vote of thanks for the Governor.

His Excellency returned thanks, and the meeting concluded.

WHILE being removed to hospital in a ricksha this morning, a coolie, whose name could not be obtained, but who resided at Wan-chai, expired in Des Voeux Road Central—at the rear of the City Hall. The man had been ill for some time, and his sudden demise is believed to be due to heart failure.

SVE WING, a fisherman, belonging to an unnumbered fishing junk, came before Mr. C. A. D. Melbourne, this morning, at the Police Court, charged with being in unlawful possession of a revolver and twenty-five rounds of ammunition without a permit. He admitted his possession, adding that he purchased them to protect himself against pirates. His Worship fined him \$10 and ordered the forfeiture of the revolver and ammunition.

no longer the limited area of Chinese provinces and seaports, but the countries of all the world. In this Japan has, with its greater mental agility and facility of assimilation of Western ideas, taken the initiative. And as to this it is only enough to point to the greater Japanese Shipping Companies that not only cover the Pacific Coast on both sides with their operations, but run direct lines to Europe, thus forming an independent medium of commercial exchange between Japan and Europe. China has already done something in this direction upon her own coast, and even, in the Straits we find the Chinese individual and company shipowners enterprise and active. It will be but a short time before we see some great equivalent to the P. and O. Company, or the N. D. Lloyd in the form of a Chinese line or lines to Europe and to the American Pacific coast. With that a great further development of the true Chinese industries now being created in China. One can see the movement in the new and intense Chinese desire to find their own capital for their own railways, mines, mills, and ironworks. That is but the first feeble trickle of what some day will be the letting out of great waters. When China begins to compete in European and American markets, as she will some day, in steel, in machinery, in electric plant, in textiles of every kind, and undercut all European rates because of endless supplies of labour willing to work two hours for the white workers' one, and to work hard where the Trade Union members go slow deliberately to limit output, the British workman will begin to find that he has run up against a snag that never, in all the centuries to come will he be able to get clear of. When the day comes that the Chinese industrial companies and trusts can sell in Europe and in England articles that the British artisan cannot turn out for double the money, discovery of that will come on British industry with a shock that will afford poor chance of recovery. We who know the Chinese worker know that a great deal of what "Asiaticus" says is entirely true. When, then all that he says about the probity of Chinese merchants is so favourable as he makes out, is something about which we may have varied opinions."

LOCAL AND GENERAL.

OWING to indisposition Mr. F. A. Hazelton, first police magistrate, was unable to preside at the Police Court to-day.

IT is reported from Mukden that M. Kokovtseff, Russian Minister of Finance, will shortly visit Manchuria and China proper.

Mr. O. S. Straus, U.S. Minister for Commerce and Labour, says that the anti-Japanese feeling on the Pacific coast involves an economic, not a race, problem.

THE final in the Hongkong Water Polo Shield Competition between the V. R. C. "A" team and 5th Co. R. G. A., will be played off at the V. R. C. on Thursday, 26th inst., at 5:30 p.m.

We have to acknowledge with thanks the receipt of a copy of the twentieth annual report of the Vancouver Board of Trade for 1907, received from the Canadian Pacific Railway Co.

A TOKIO telegram of 18th inst. reads: - The Privy Council will discuss to-morrow the revision of the organization of the Residency-General in Korea, including the creation of a Vice-President-General.

THE leading Shanghai paper prints a despatch from Tokio, dated 18th inst., which says: - It is reported from Washington that China has appealed to the United States against the encroachments of England, France and Japan.

FIRE broke out in the Kosaka silver mine, Akita prefecture, on 17th inst. The lock gates of the reservoirs were destroyed in an attempt to extinguish the flames by turning on water, and thirty houses were washed away. One hundred houses were burnt to death and thirty were drowned.

THE Navy Department at Washington has contracted for 100,000 tons of coal for the big battleship fleet. Considerable difficulty was experienced in getting contractors to bid owing to the present scarcity of coal and the prevailing high prices. A large part of the coal is contracted for delivery at Coal Island.

It is stated that the extra-ordinary expenditure for the Japanese Navy for next year is estimated at over \$100,000,000, which sum includes \$13,800,000 for the construction of a first-class armoured cruiser of 18,700 tons, with a speed of 25 knots, and a few destroyers. (Applause)

Owing to the unavoidable withdrawal of one of the jurors sworn in the case of R. v. Kwock Chiu and Tse On; the case had to be adjourned until 10 a.m. to-morrow. The six other jurors already sworn in this case, and also other jurors originally summoned for the 18th instant who have not yet been drawn, will be required to attend to-morrow (Tuesday) morning at 10 o'clock.

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HONGKONG COLLEGE OF
MEDICINE.

APPOINTMENT OF RECTOR.

THE HON. MR. MAY RE-ELECTED.

A combined meeting of the general Council and students of the Hongkong College of Medicine, which was postponed from last Wednesday, was held in the Legislative Council Chamber this afternoon, for the purpose of electing a Rector.

His Excellency Sir Frederick Lugard presided.

There were also present:—Mr. F. H. May (Colonial Secretary), Drs. J. C. Thomson, Francis Clark, R. MacLean Gibson, W. V. M. Koch, Ho Kai, G. M. Harston, J. W. Noble, C. M. Henley, W. B. A. Moore, Kwan King Leung, Wong, Sui Yan, Ho Nai Hop, Ho Ko Tsun, Lee Yin Fze, Au Sze Chan, Ma Luk, To Ying Kwan, Chung Yik San, Ho Nai Tsun, Kwan King Liung and Mr. A. H. Crook.

His Excellency said that it gave him great pleasure to preside for the first time as president of the Hongkong College of Medicine. There was no time, he said, for speech-making, the business being to re-elect Mr. May as Rector of the College. "Mr. May for the last five years had given much time and thought and had taken a keen interest in the work of the College, and it was not unusual for him to be standing again for re-election."

Dr. Ho Kai remarked that, being the senior member of the Court of the College and the oldest member of the general Council, it gave him great pleasure to propose the re-election of the Hon. Mr. F. H. May to be the rector of the College for a further term of five years. To secure the unanimous vote he had very little to say, as Mr. May was well known to them all, for during the time he occupied the rectorial chair he had been active, energetic and saw to the welfare and interest of the College. He said he did not speak with the idea of flattery or to offer undue compliments, but having had over twenty years' experience with the institution he was bound to say that Mr. May had done just as much work as his illustrious predecessors, and that during the past five years under him great progress had been noticed, and very soon the College would be established under a more permanent basis. Thanks to the generosity of the Government and Mr. Ng Li Hing, the College will have permanent quarters of its own, and under the circumstances Mr. May will be supported by the Council and the public, and with his guidance he (the speaker) was certain the College would be placed on a higher level. But notwithstanding the great energy displayed by Mr. May nothing could be accomplished without the help of the students. Dr. Ho Kai reminded them that by coming to the meeting to-day, hearing the speeches, and dispersing was not doing their duty. They should use all their endeavours in supporting him and the Court in getting up an endowment fund to enable improvements to be carried out and to put the College on a better basis. (Applause).

Dr. Ho Kai then proposed the re-election of the Hon. Mr. F. H. May as Rector of the College.

Dr. Kwan King Leung seconded.

This proposal was supported by Mr. Wong Chung Yik.

Carried unanimously.

Mr. May said that he was deeply sensible of the honour done him in re-electing him. He appreciated it all, especially the terms Dr. Ho Kai submitted. He appreciated still more the honour it was at a time when the College was on the turning-point in its career.

(Applause). "I am on his right (Dr. Ho Kai) and he has remained him of the past labours when the work of the College had to be conducted under great disability—there being not a roof to cover them and no money in their pockets. A year ago the College had the good fortune to inherit a windfall representing some \$10,000, and lately, through Mr. Ng Li Hing, they would have a sufficient sum to have a permanent building in which education could be more fittingly carried on. He reminded those present, and also the outside public, that a building was not sufficient without an endowment. The knife he said, appeared to have been cleaned and scoured before it reached him.

Dr. C. M. Henley, officer in charge of the public mortuary, next took the stand.

On the 28th August, he said, he examined the dead body of a Chinaman, about thirty years of age, named Lam Choi. There were seven wounds on the body. One measured 1½ inches in length over the centre of the right collar-bone. The wound went downwards and backwards for 4½ inches. This wound cut the sub-clavian artery. There were four other wounds in the back, situated about the centre of the back. One of these wounds was 1½ inches long on the skin. It passed horizontally forwards, cutting through the seventh rib, and wounding the root of the left lung. Death, in witness's opinion, was due to hemorrhage and asphyxia, caused by the wounds in the back.

The case was adjourned until to-morrow morning at ten o'clock.

Witnesses for the Crown were then called and examined.

Mr. Frank Browne, Government Analyst, spoke as to finding blood-stains on a jacket handed him for examination by the police. This jacket, it might be mentioned, was being worn by the first prisoner, up to the time of his arrest. No blood could be found on a knife handed witness by the police. The knife, he said, appeared to have been cleaned and scoured before it reached him.

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Telegrams.

[Reuter's.]

The Anglo-Russian Agreement

London, 20th September.

It is stated in St. Petersburg that the Anglo-Russian Convention guarantees Great Britain against Russian extension on the Persian Gulf and recognises British predominance in Afghanistan, which Britain agrees not to use as a place of arms against Russian possessions. The Buddhist subjects only, of Britain and Russia, will be allowed to enter Tibet, if desirous of seeing the Lai Lama, but an exception is made of the valley temporarily occupied by Great Britain.

Later.

The London papers generally cautiously discuss a Russian forecast of the Anglo-Russian Convention, and consider that if the forecast is true, a bad bargain, and one absolutely without benefit to Great Britain, has been made.

They denounce the failure to protect the integrity of the Persian people, which the Liberals (7 Liberal papers) declare is tantamount to the destruction of the nation at the moment of its revival.

Oriental Immigration to Canada.

The Winnipeg Dominion Trade Labour Council has resolved on opposing Hindu labour and on advocating a heavy poll tax on Chinese.

The Vancouver Minister, Mr. Penryman, and the labour leader, Mr. Smith, have made speeches declaring that Asiatic immigration must be regulated by negotiations between the Governments of Japan and India.

Later.

Railway Accident in Mexico.

Forty-one passengers have been killed and thirty-four injured in a collision of an express and a freight train at Encarnacion, in Mex. co.

The Bubonic Plague at San Francisco.

Thirty-five cases of bubonic plague have occurred in San Francisco, of which twenty have proved fatal to date.

Twenty more suspects are under observation.

China.

21st September.

A Peking edict appoints Prince Pu Lan and another as presidents of a projected Government Council which is to be formed as a preliminary to a regular Parliament.

Strikes in Great Britain.

Numerous strikes are threatening in Great Britain, including railway men, shipworkers, pattern makers, the shipyards at Belfast, the weavers in Glasgow, and the shoemakers in Norwich.

It is believed that this signifies a general labour unrest.

A PRACTICAL JOKE.

COOLIE AND DISTRICT WATCHMAN FOOLED.

A very amusing story comes from West Point. Yesterday afternoon, a District watchman met a coolie on the Piazza West carrying a bag on his shoulder.

"What have you in that big?" he asked stopping the coolie.

"Rice," was the reply.

"From where did you get it?" demanded the watchman.

"I paid \$1.20 for it," answered the coolie.

"Then come along with me and show me the person who sold it to you." The coolie could not, and he was taken to No. 7 Police Station, where he told another story to Inspector Collett. A man met him in the street, he said, and engaged him to carry the bag as far as the Central Market. There he would meet a woman, who would give him three cents, and he was to give her the bag.

The Inspector ordered the bag to be opened, and to the astonishment of everyone present, especially the coolie and the watchman, who saw visions of a case, the contents of the bag were discovered to be sand and stones! Someone had played a trick on the coolie and the District watchman had tumbled into it too. The watchman disappeared from the station by one door, the coolie by another, amidst great laughter; each tumbling to himself words, which, in the circumstances, had better be left to the imagination than recorded.

IT is officially announced that an explosion, owing to burning gunpowder, took place on board the battleship *Kearsarge* in one of the ten-inch guns during target practice on the afternoon of the 16th inst. in Hiroshima Bay. Five officers, including the Lieutenant-Commander and a lieutenant, and twenty-two men were killed, while two officers and sixteen men were wounded. One reliable version states that the cause was the usual one of the explosion of a shell which had been loaded into a gun that was full of fire, i.e., which had not been sponged out.

AFTER a careful inspection of Mr. Melbourne's Court, following the collapse of a portion of the ceiling the other day, we learn that the building is considered unsafe. On Saturday, the Court was vacated and until the building is properly attended to all business will have to be transacted in the first Court. Since the first collapse the ceiling has bulged considerably and is expected to fall at any moment. The same morning workmen were busily engaged in erecting scaffolding on each side of the room, preparatory to starting work.

THE HONGKONG TRAGEDY.

ADSETTS' EXTRADITION.

EVIDENCE AGAINST THE PRISONER.

The Manila *Cablenews*, of 18th inst., says—W. H. Adsets was arraigned before Judge Gilbert yesterday afternoon to show cause why he should not be extradited to Hongkong, and, although Attorney J. M. Sothirth who was looking after Adsets' interests intends to prevent his client from being extradited if possible, it is believed that the prosecution has the stronger case and that the hearing will be concluded to-day when Judge Gilbert will probably render his decision.

The court-room was filled with an interested, curious crowd, prominent business men and brokers, saloon-keepers, men about town, several men prominent in church work, and a scattering of women, friends of Gertrude Dayton and members of her circle, all curious to get a glimpse of the man suspected of the crime.

Adsets was called to the stand and displayed no little bravado, although nervous and confused. When asked why he did not protest against his arrest, he said he did and received a "smash in the mouth" for his reply, referring to his capture in China. When asked why he did not protest in Manila he said for fear of a repetition of the China affair, and that also because he had been ordered by the captain of the *Gulsetts* to "keep his mouth shut" and that his seven years' service in the army and navy had taught him to obey orders.

Adsets attempted to deceive the court by saying that he was held by a member of the local police department while the handcuffs of the naval authorities were replaced by those of the Manila authorities, but after a short, severe cross-examination by Prosecuting Attorney George George the prisoner suddenly got a bad case of memory.

Three witnesses were examined and the steamship tickets purchased by Adsets under the name of Jones, for himself and the Dayton woman were identified and put in evidence, as well as the ticket purchased by Gertrude Dayton for transportation to the States.

Detectives Sullivan and Perkins of the Hongkong secret service bureau did not arrive yesterday as expected but will probably be able to give testimony to-day's session, which was continued from yesterday until 8 o'clock this morning.

19th Sept., The attorneys for W. H. Adsets are resorting to every means and straining every effort to avoid his extradition despite the fact that habeas corpus proceedings were denied by the court during the first day's examination. Realizing that there is some little hope of having Adsets retained in Manila and thereby delaying extradition, Attorney Southworth called on Prosecuting Attorney George George the prisoner suddenly got a bad case of memory.

Many other depositions were read and each succeeding one seemed to twine more firmly the rope of execution around the murderer's neck.

Although it has been the general impression that the murder and the disposition of the body was conducted in a manner showing considerable cunning, and that but for the terrible stench which came from the trunk before the ship left Hongkong harbour, causing investigation and discovery, the murder would not have been discovered until the ship arrived in Seattle, it developed at the hearing yesterday that the murderer hung up in his place.

Firstly, by not ascertaining which of the many ships in the harbour at the time he could ship the trunk on, with the result that his actions excited some suspicion when, after he had applied for and been refused transportation for the trunk on the steamer *Singapore*, he asked that it be sent to Sydney, Australia, on the *Chinaman*, and this being denied him, he took the trunk to the *Monteagle*, consigned to Seattle.

This fact was brought out in the deposition of Herbert Wade Kent, clerk in the offices of Butterfield and Swire, shipping agents. Mr. Kent said that he knew something was wrong as the man appeared over-anxious to get rid of the trunk and not care in which direction it was shipped, so long as he got rid of it. He meant to make a personal investigation, but the body was discovered before he could do so. This shows that the murderer was evidently nervous and excited, and it would probably have been discovered even had the trunk been concealed, permitting no smell to escape.

Another mistake in covering up his tracks was the murderer's haste to secure a trunk on the morning of the crime. He selected one that afterwards proved too small, resulting in his being compelled to leave the newly-purchased trunk, daubed with blood, showing that an attempt had been made to force the corpse into it, in the room where the crime was committed, giving the detectives another clue as to the identity of the murderer, as they traced the place where the trunk had been purchased and secured a description of the purchaser from the man who sold the trunk. This description tallies with Adsets in every detail.

The examination of witnesses in the case was continued yesterday. There was considerable discussion in relation to points of law on the admission of evidence, as also to the rules of admitting secondary evidence. This was found necessary when taking the testimony of Detective Guertin, who was in Hongkong at the time of the murder, and also of the officers of the *Gulsetts* who knew of some of the facts connected with the apprehension of Adsets at Chefoo and of the property of the deceased which was found on the prisoner.

Pearson Hancock of the *Gulsetts* being sworn said that Adsets had a preliminary hearing in China before the U.S. Consular Court, and the jewelry and other property found in possession of the accused had been delivered to witness on board the *Gulsetts* by the United States Consul-General at Chefoo. Mr. Hancock identified the jewelry as that delivered to him in China. He also identified the records of the proceedings of the United States consul court in China, observing that they were properly stamped and sealed and that the official transfer or order of Adsets to Manila was among them.

May Norman, the next witness, identified Miss Dayton's jewelry and silver toilet set and was allowed to go with it across-examination.

Detective Charles Guertin said he was in Hongkong at the time of the murder and saw the clothing of the woman. Some question arose over statement made by him to the effect that he had seen the name of Mr. and Mrs. W. C. Jones on the register of the Hongkong Hotel. The court held that as it was impossible to produce the register in this second evidence to be admitted. Guertin stated also that it was agreed the description of Adsets had been taken passage from Hongkong by the *Tsao Maru*.

Louis Heymann was then called and testified that he had met Adsets together with Miss Dayton at the Passe Country Club,

C. W. O'Brien, who was called next, said that he had been introduced to Adsets as Mr. Anderson.

The manager of the Hotel Francia was called and testified that Adsets and Gertrude Dayton were guests of the hotel prior to their leaving for Hongkong.

This concluded the testimony that can be taken until the arrival of the Hongkong detectives, who are expected to-day.—*Manila American*.

20th Sept.

If circumstantial evidence counts with the Hongkong jury that will sit in the Adsets case, the accused's fate is sealed; and no other verdict than guilty can be rendered.

Evidence is being brought out at each day's session of the court that points more and more to Adsets as the murderer of Gertrude Dayton, and the deposition of the quartermaster of the steamship *Monteagle* who received the trunk containing the body of the murdered woman describes Adsets precisely as the man who accompanied the trunk to the ship and insisted that it be placed in the hold immediately it was taken aboard. This deposition was convincing and if the guilt of Adsets was doubted by any, that he was at least the man who delivered the trunk on board the *Monteagle*.

Detectives Edward O'Sullivan and T. Perkins arrived in Manila yesterday on the steamer *Rubi* and brought with them three witnesses, one being J. Oxberry, the runner of the Hongkong hotel, and A. R. Sonderman, a clerk of the same hotel. These two identified Adsets as the man who arrived in Hongkong in company with the Dayton woman and who lived with her at the Hongkong hotel under the name of Mr. and Mrs. W. H. Jones.

In addition to the arrival of these witnesses, the *Rubi* also brought the formal request from the governor-general of Hongkong for the extradition of Adsets, which settles a dispute that has existed between the attorneys in the case, Attorney Southworth holding that the prisoners could not possibly be delivered to the Hongkong authorities without delay.

The case was continued until 10 o'clock this morning.—*Cablenews*.

ADSETS EXPECTED TO-MORROW.

The *s.s. Rubi* with W. H. Adsets, in charge of Detectives O'Sullivan and Perkins of the Hongkong Police, is expected here to-morrow at daylight.

V. R. C. AQUATIC SPORTS.

THIRD DAY.

As expected, the Club's enclosure and lighter were literally packed on Saturday afternoon when the finals in all the handicap races were to be decided as also, the 100 yards Club Championship, Machado's String Band helped to enliven the proceedings by playing some fine selections during the intervals. His Excellency the Governor, accompanied by his A.D.C.'s, arrived shortly after 5.30 p.m. and took great interest in the events, more especially in the Water Polo Match, which, although rather a one-sided game, proved to be a very fast one.

1. THE TWO LENGTHS HURDLES (Final) was won by A. H. Carroll (owes 4 seconds) who cleared the hurdles in fine style with A. J. V. Ribeiro (owes 6 seconds) second. Time: 52 seconds.

2. M. A. R. Souza won the High Dive. C. E. Harrop tied Wishart for second place, but the former beat him in the re-dive.

3. Boys' RICE (from 6 to 12 years of age). Won by young Rodger ("go") who took advantage of his big handicap. Felix Ellis (owes 10 seconds) was second. Time: 1 minute 32 1/2 seconds.

4. FINAL—TWO LENGTHS HANDICAP. The back starters in this race had very little opportunity of catching up to C. J. Poole, the "go" man, with C. E. Harrop (owes 7 seconds) second, as both these swimmers availed of their big handicaps and kept the lead throughout. Time: 55 4/5 seconds.

5. CLUB CHAMPIONSHIP, 100 YARDS. Three Lengths. This was the event of the day. Five started in this race, but the Championship honour fell to C. G. Humphreys who swam splendidly and covered the distance in 69 3/5 seconds with C. J. Cooke very close at the finish.

6. FINAL, BACK RACE.—After swimming on his back the whole way the other day in the Harbour Race, there was not the slightest doubt that R. C. Witchell would win, which he did, completing the two lengths in 53 seconds. A. V. Barros finished second.

7. THREE-LEGGED RACE (Two Lengths). Two bindings, as approved by the Committee. Parimis to be drawn immediately before the start.

C. J. Cooke, 1'. A. V. Barros, 2'. 8. FINAL, FOUR LENGTHS HANDICAP.—Four started in this event, and P. M. Remedios was looked upon as the sure winner of this race after doing such good time on the day before in the heat and he came up to expectations, with J. M. Rosa Pereira a couple of yards behind. Time: 1 minute 46 1/2 seconds.

9. CONSOLIDATION RACE (Two Lengths). Six of the unsuccessful competitors at this meeting competed in this race, and H. A. Lamont had the good fortune to win, after a very hard race. Time: 46 4/5 seconds.

10. WATER POLO MATCH between the Whites and Blues proved a very one-sided game in favour of the Whites, although their opponents put up a very stubborn defence against their formidable rivals, who scored five goals to nil.

The Teams were—Blues: A. V. Barros (Capt.), A. R. Ellis, A. J. V. Ribeiro, H. C. Sawyer, J. le Breton, P. M. Remedios and F. M. Rosa Pereira. Whites: H. A. Lamont (Capt.), A. J. Carroll, R. C. Witchell, O. R. Chynoweth, J. M. Rosa Pereira, F. K. Tate and F. de Rose.

At the conclusion of the swimming Mr. A. Rodger asked His Excellency the Governor to present the prizes.

Mr. Frederick Lugard, who was received with cheers, said:—Gentlemen—it gave me great pleasure, indeed, to see the afternoon sport which you provided here. As President of the Club I am sorry I had another engagement earlier in the afternoon and was unable to see the whole of the sports, but what I have seen shows me they were of a very high standard indeed. I was specially interested in the Water Polo, the first game of which I have seen in my life, and I hope as the new building is erected you will be able to ask the ladies to attend (Applause).

His Excellency then presented the successful swimmers with their prizes. This concluded the Chairman's call for three cheers for his Excellency, which were heartily given, being applauded with a hearty cheer.

To-day's Advertisements.

ROYAL HONGKONG YACHT CLUB.

THE THIRD ANNUAL GENERAL MEETING of the Members of the above Club will be held in the City Hall on MONDAY, the 30th inst., at 6 P.M. By Order of the Committee,

G. G. FRANKLIN,

Fon. Secretary.

Hongkong, 23rd September, 1907.

[1856]

BOX NO. 1,
C/o Office of this Paper.

Hongkong, 23rd September, 1907. [1856]

NOTICE.

ALL outstanding claims against THE SAVOY, LIMITED, must be sent in to the LIQUIDATOR No. 13, Queen's Road Central by the 30th September, 1907.

QUAN HING,
Liquidator.

Hongkong, 23rd September, 1907. [1856]

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"YARRA".

Captain Sellier, will be despatched for the above Ports, on or about MONDAY, the 30th September.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent:

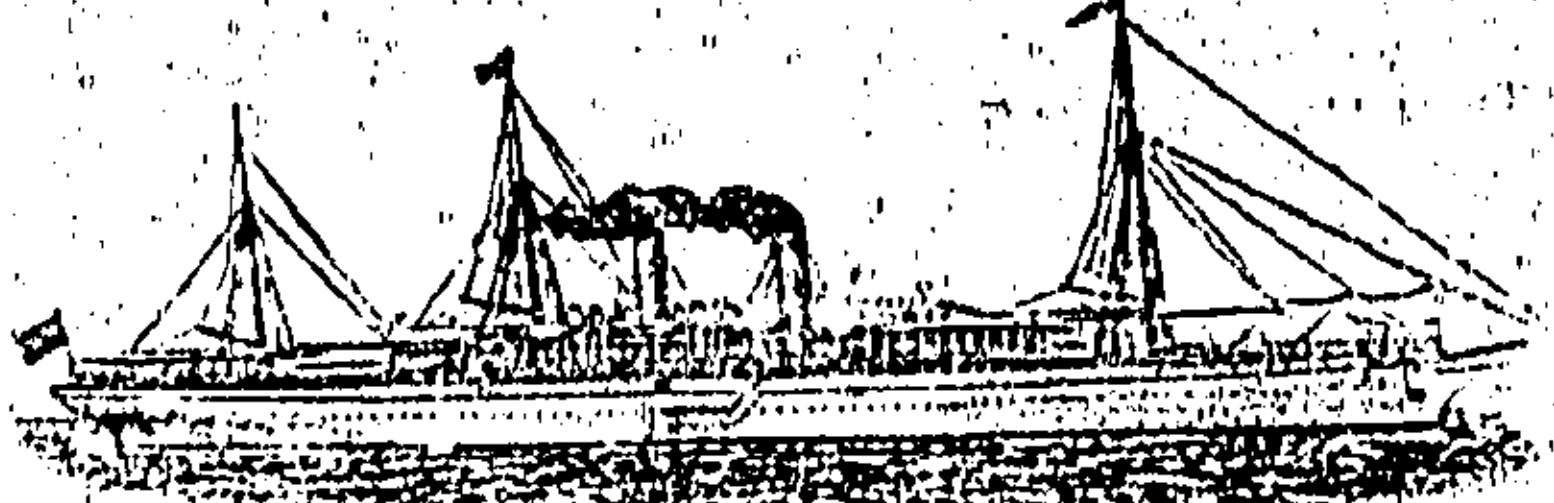
Hongkong, 23rd September, 1907.

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line," Saving 5 to 10 Days' Ocean Travel.
11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.
(Subject to Alteration).
R.M.S. Tons LEAVE HONGKONG ARRIVE VANCOUVER Oct. 14th
"EMPEROR OF CHINA" ... 6,000 ... THURSDAY, Sept. 26th ...
"EMPEROR OF INDIA" ... 6,020 ... THURSDAY, Oct. 24th ... Nov. 11th
"MONTEAGLE" ... 6,103 ... WEDNESDAY, Nov. 6th ... Nov. 30th
"EMPEROR OF JAPAN" ... 6,000 ... THURSDAY, Nov. 13th ... Dec. 9th
"EMPEROR OF CHINA" ... 6,000 ... THURSDAY, Dec. 19th ... Jan. 6th
"EMPEROR" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Patented "EMPEROR" Steamship, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 20 days from HONGKONG.
Hongkong to London, 1st Class, via St. Lawrence River Lines or New York £71.10.
Hongkong to London, Intermediate, via St. Lawrence £40. 1/2 New York £42.

First-class rates include cost of Meals and Berths in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passenger Booked through all points and AROUND THE WORLD.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pader Street and Praya.

INDO-CHINA STEAM NAVIGATION CO. LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For Steamship On
SHANGHAI VIA NINGPO ... CHOYSANG I ... TUESDAY, 14th Sept., 4 P.M.
MANILA ... LOONGSANG ... FRIDAY, 27th Sept., 4 P.M.
YOKKAICHI & MOJI ... OVSANG ... FRIDAY, 27th Sept., 4 P.M.
SANDAKAN ... MAUSANG I ... SATURDAY, 28th Sept., 4 P.M.
SINGAPORE, PENANG & CALCUTTA, N.I. MSANG * ... SATURDAY, 28th Sept., 3 P.M.
SINGAPORE, PENANG & CALCUTTA, LAISANG * ... TUESDAY, 1st Oct., 3 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.
Single Return.
Hongkong to Singapore 1st Class \$ 65 \$100.
Penang 85 130.
Calcutta 165 250.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefo, Tientsin, Newchwang and Yangtze Ports.
‡ Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporia, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,
General Managers.

Hongkong, 21st September, 1907.

[6]

CHINA NAVIGATION CO. LIMITED.

FOR STEAMERS TO SAIL.

HOIHOW and HAIPHONG ... "HUPEH" ... 24th Sept., daylight.
MANILA ... "TAMING" ... 24th " 4 P.M.
AMOY, SHANGHAI & CHINKIANG ... "KANSU" ... 25th " "
CEBU and ILUOLO ... "KAI FONG" ... 25th " "
SWATOW & SHANGHAI ... "YOCHEW" ... 26th " "
HOIHOW, PAKHOI & HAIPHONG ... "SI GAN" ... 29th " daylight.
CHEFOO TIENTIN ... "HUICHOW" ... 1st Oct., 4 P.M.
SWATOW & SHANGHAI ... "KUINKIAO" ... 3rd " "
CHEFOO & NEWCHIANG ... "NANCHANG" ... 6th " daylight.
MANILA, ZAMBOANGA & COLONIES ... "CHANGSHA" ... 10th " 4 P.M.
YOKOHAMA, KOBE ... "CHINGTU" ... 10th " "
SWATOW & SHANGHAI ... "SHAOHSING" ... 13th " "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 23rd September, 1907.

[7]

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	Almond	MANILA	SATURDAY, 28th Sept., 1907.
ZAFIRO	2540	Frasier	"	SATURDAY, 5th Oct., 1907.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 21st September, 1907.

[8]

HONKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship "OCEAN MONARCH" ... On the 2nd November, 1907.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 13th September, 1907.

[9]

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

159 Ocean Steamers

with

912,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA, HABSBURG, HOHENSTAUFEN, SILESIA, SCANDIA.

HIGHEST COMFORT, ONLY LOWER BERTHS.

Laundry, on board; Doctor, Stewards, etc. carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.

HOHENSTAUFEN ... 1st Oct.

Homeward.

RHENANIA ... and Oct.

SILESIA ... 2nd Nov.

HOHENSTAUFEN ... 30th Oct.

Hongkong, 2nd September, 1907.

[3]

FOR DALNY.

THE Steamship "KARON KA" will be despatched for the above Port, on WEDNESDAY, the 23rd inst., at 5 P.M.

For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 19th September, 1907. [79]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, etc.)

THE Steamship "ALDENHAM."

Captain St. John George, will be despatched as above, on SATURDAY, the 26th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 5th September, 1907. [80]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA.

VIA

MOJI, KOBE AND YOKOHAMA.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LTD., and SHIU ON S.S. CO., LTD., No. 8, Queen's Road West, Hongkong, 3rd July, 1907. [16]

Intimations.

FOR BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND-BRAND, HARTMANN'S GREY PAINT; DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

AT REASONABLE PRICES.

Hongkong, 7th March, 1907. [14]

AN APPEAL.

THE SUPERIORITY of the ITALIAN CONVENT CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiority will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 18th September, 1907. [15]

WEATHER-FORCASTS AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station, & Tai Shui Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and 11 UM below indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

COMMUNICATIONS.

TO-DAY'S EXCHANGES.

Sellings	
London—Bank, T.T.	.../s 9/16
Do. demand	.../s 1/4
Do. 4 months' sight	.../s 3/3
France—Bank, T.T.	.../s 4/8
America—Bank, T.T.	.../s 5/1
Germany—Bank, T.T.	.../s 2/20
India, T.T.	.../s 16/1
Do. demand	.../s 16/1
Shanghai—Bank, T.T.	.../s 2/1
Soga, inc. T.T.	.../s 5% prem.
Japan—Bank, T.T.	.../s 1/18
Java—Bank, T.T.	.../s 13/1
Buying	
4 months' sight L/C.	.../s 3/3/16
5 months' sight L/C.	.../s 3/3/16
30 days' sight San Francisco, N.Y.	.../s 1/16
4 months' sight	.../s 5/1
50 days' sight Sydney and Melbourne	.../s 3/16
4 months' sight France	.../s 8/1
6 months' sight	.../s 1/6
4 months' sight Germany	.../s 2/2
Bar Silver	.../s 1/16
Bank of England rate	.../s 1/2
Bank of France	.../s 1/2
S. & Co.	.../s 19/2

TIDE-WATCHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—
On the 3rd at 11.45 A.M. the barometer has fallen moderately in N.E. Japan, and risen considerably over S. Japan.
The shallow depression is moving away over the Pacific to the E. of Japan.

Pressure has increased and is slightly above the normal along the China coast. It is normal but has a tendency to give way over the Philippines.

The highest pressure is over N. China and the Sea of Japan, the lowest over the Pacific to the E. of the Philippines.

Fresh N.E. winds are expected to prevail in the Formosa Channel and the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.12 inch.

FORECAST.

- 1.—Hongkong and neighbourhood, N.E. and E. winds, moderate or fresh; showery.
- 2.—Formosa Channel, N.E. winds, fresh.
- 3.—South coast of China between Hongkong and Lamock, same as No. 1.
- 4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

Arrivals
Yochow, Br. s.s., 1,118, F. Northcote, 21st Sept.—Shanghai via Amoy 17th Sept., Gen. & B. & S.
Empress of India, Br. s.s., 1,013, F. Beetham, R.R.A., 2nd Sept.—Vancouver, (P.C.) 3rd Sept., and Shantung 19th, Flour, Mails and Gen.—C. P. R. Co.

Manlin, G. r.s., 1,18, J. Minson, 2nd Sept., Melbourne 17th Aug., and Manlin 19th Sept., Gen. & M. & Co.

Haitan, Br. s.s., 1,63, J. S. Rauch, 22nd Sept., Foochow 1st Sept., Amoy 23rd and Swallow 21st, Gen.—D. L. & Co.

Mathilde, Ger. s.s., 83, A. Hansen, 22nd Sept.—Phanrang via Quintone, Tocuan and Hohiw, 21st Sept., Gen. and Piga & Co.

Hong Bee, Br. s.s., 1,056, R. Willis, 22nd Sept., Singapore 16th Sept., Gen.—Chinese.

Riojion Maru, Jap. s.s., 2,710, T. Iriawa, 22nd Sept.—Seattle via Victoria, Yokohama, Kobe and Moji 1st Aug., Flour and Matches, &c.—N. Y. K.

Quaria, Ger. s.s., 1,145, H. Madsen, 22nd Sept.—Java Ports via Macassar 13th Sept., Suvarn and Gen.—J. C. J.

Koko Maru, Jap. s.s., 2,805, W. Minamikawa, 22nd Sept.—Kuchinoerau 11th Sept., Coals, Yukusui & Co.

Brighton, Br. s.s., 2,273, Geo. Higginbotham, 22nd Sept.—Birby Dock 1st Aug., Coal.

Kansu, Br. s.s., 916, J. Speed, 2nd Sept., Canton 21st Sept., Gen.—B. & S.

Nan Sang, Br. s.s., 2,59, F. Wheeler, 13th Sept.—Yokohama 14th Sept., Gen. and Coal.—J. M. & Co.

Changsha, Br. s.s., 2,26, G. W. Eddy, 23rd Sept.—Sydney 21st Aug., and Manila 20th Sept., Gen.—B. & S.

Kwangtung, Br. s.s., 1,536, Wm. H. Hunt, 23rd Sept.—Shanghai 20th Sept., Ballast.—C. S. C. Co.

Mausang, Br. s.s., 1,614, R. Houghton, 20th Sept.—Sandakan 14th Sept., Timber.—J. M. & Co.

Prometheus, Nor. s.s., 1,074, Corneilse, 23rd Sept.—Swatow 21st Sept., Gen.—N. Y. K.

Signal, Ger. s.s., 997, G. Schlaikher, 21st Sept.—Haihung via Hohiw 22nd Sept., Gen.—J. & Co.

Hue, Fr. s.s., 701, J. Pannier, 23rd Sept., Haihung 19th Sept., Pakhoi 20th, Hoihow 21st, and Kwoing-chow wan 22nd, Gen.—A. R. M.

Carl Diederichsen, Ger. s.s., 774, J. Kivinen, 23rd Sept.—Pakhoi 1st Sept., Rice and Hoihow 22nd, Pigs and Gen.—J. & Co.

Wimbledon, Br. s.s., 2,436, H. Coward, 23rd Sept.—Pulo Lau, 15th Sept., Coal—Order.

Clearances at the Harbour.

Haihow, for Eswatow.

Vorwärts, for Kwong-chow-wan.

Brighton, for Weihaiwei.

Johann, for Haiphong.

Hupke, for Hohiw.

Yochow, for Canton.

Departures

Sept. 22.

City of Delhi, for Calcutta.

Kuchnow, for moy.

Michael Jansen, for Haiphong.

Sexta, for Saigon.

Jacob Diederichsen, for Hoihow.

Tatsu Maru, for Kobe.

Kuinsberg, for Kwong-chow-wan.

Waitsing, for Canton.

Choyang, for Canton.

Sept. 23.

Ghose, for Singapore.

Per Hongkong, from Singapore—1,6 Chl.-load.

Per Quaria, from Java Ports—Mr. and Mrs. Bumane.

Per Haiphong, from Coast Ports—Mr. Chidchibank, and 120 Chinese.

Per Nanyang, from Yohkoh—Messrs. M. Hollisland and L. L. Lecky.

Per Yochow, from Shanghai, &c.—Messrs. Fair w. Gardesius, Barber and Co. 108 Chippoo.

Per Riojan Maru, from Saigon, &c.—Rev. Mr. Miss. A. P. Wappinge, and Mr. McKeon.

Per Manila, from Australian Ports—Mr. Steens, Staff-Capt. Floda's and family, Mr. Rebello, Mrs. Jansen and family.

Per Changsha, from Australian Ports—Mr. and Mrs. Phillips Mrs. Parish, Miss Kinchela, Messrs. McEwen, Vorzelie, Thomas, Fraser, Armstrong, Henderson, Facker, H. Jackson, Holmer, Capt. Lawson, 25 Chibess, a d 11 Japanese.

Per Empress of India, from Vancouver, &c.—Mr. and Mrs. J. B. Russell, Messrs. W. A. Tyler, E. Wong, Tang, A. La Lum, J. H. Nells, W. Robertson, Mr. and Mrs. E. M. Wherry, Mairas, G. Gilard, A. Bryer, Mr. and Mrs. H. T. Richardson, Miss Dora Richardson, Masters, T. and W. Richardson and Chinese amah, Messrs. A. C. Little, D. R. V. Williamson, Mr. F. K. Morrison, Capt. Philipps, Mrs. Parson, Mr. Bradley, Mrs. S. W. Brown, Mrs. Bradley and infant, Mr. and Mrs. R. E. Atkins, Mrs. J. W. Weaver, Mrs. N. Nomura, Messrs. Page, J. F. Turnbull, S. N. Burroughs, J. J. White, J. Fogarty, J. M. Clarke, Miss P. Sefinski, Mr. and Mrs. B. J. Bangham, Misses H. E. Smith, Cozy Miller, Mr. C. O. Underhill, Misses M. R. Grant, S. W. Pacford, Miss E. Hewitt, Mr. and Mrs. J. W. Withington, Messrs. Wm. Hall, Messrs. S. T. Russo, L. Knox, F. H. Weinischek, Henry Tarleton, Wills, P. C. H. Potts, 30 Chines, and 17 Hindoo.

Per Kweantshau, from Shanghai—Mr. Alves, and 134 Chinese.

Per Signal, from Haiphong, &c.—Mr. and Mrs. Bredith and Capt. Millerie.

Shipping Reports.

Str. Quaria, from Java Ports—Good weather throughout.

Str. Nanyang, from Yokohama—Strong N.W. monsoon, moderate sea, fine and clear weather.

Str. Haiphong, from Coast Ports—Light variable winds, smooth sea and fine weather throughout.

Str. Yochow, from Shanghai via Amoy—Light to fresh N.E. winds and fine, clear weather, smooth sea.

Str. Kuan-tshau, from Shanghai—Fresh N.W. to E. winds and rain to Peshawar, thence moderate N.E. winds, cloudy w. ather and following sea.

Str. Chao-ku, from Sydney via Ports—Sydney to Townsville light to moderate; breeze fine and clear weather. Townsville to Zamboanga, moderate to light S.E. trade, fine and clear weather. Manila to Hongkong light S.W. monsoon to lat 17° N. thence light N.E. monsoon to arrival. Fine and clear weather and smooth sea throughout.

VESSELS IN PORT.

STEAMERS.

Courfield, Br. s.s., 2,871, J. Wiseman, 2nd Sept.—Kuchinoerau 28th Aug., Coal.—M. B. K.

Dalya Maru, Jap. s.s., 1,735, Akawa, 21st Sept.—Wakamatsu 16th Sept., Coal.—M. B. K. Empress of India, Br. s.s., 1,013, F. Beetham, R.R.A., 2nd Sept.—Vancouver, (P.C.) 3rd Sept., and Shantung 19th, Flour, Mails and Gen.—C. P. R. Co.

Manlin, G. r.s., 1,18, J. Minson, 2nd Sept., Melbourne 17th Aug., and Manlin 19th Sept., Gen. & M. & Co.

Haitan, Br. s.s., 1,63, J. S. Rauch, 22nd Sept., Foochow 1st Sept., Amoy 23rd and Swallow 21st, Gen.—D. L. & Co.

Mathilde, Ger. s.s., 83, A. Hansen, 22nd Sept.—Phanrang via Quintone, Tocuan and Hohiw, 21st Sept., Gen. and Piga & Co.

Hong Bee, Br. s.s., 1,056, R. Willis, 22nd Sept., Singapore 16th Sept., Gen.—Chinese.

Riojion Maru, Jap. s.s., 2,710, T. Iriawa, 22nd Sept.—Seattle via Victoria, Yokohama, Kobe and Moji 1st Aug., Flour and Matches, &c.—N. Y. K.

Quaria, Ger. s.s., 1,145, H. Madsen, 22nd Sept.—Java Ports via Macassar 13th Sept., Suvarn and Gen.—J. C. J.

Koko Maru, Jap. s.s., 2,805, W. Minamikawa, 22nd Sept.—Kuchinoerau 11th Sept., Coals, Yukusui & Co.

Brighton, Br. s.s., 2,273, Geo. Higginbotham, 22nd Sept.—Birby Dock 1st Aug., Coal.

Kansu, Br. s.s., 916, J. Speed, 2nd Sept., Canton 21st Sept., Gen.—B. & S.

Nan Sang, Br. s.s., 2,59, F. Wheeler, 13th Sept.—Yokohama 14th Sept., Gen. and Coal.—J. M. & Co.

Changsha, Br. s.s., 2,26, G. W. Eddy, 23rd Sept.—Sydney 21st Aug., and Manila 20th Sept., Gen.—B. & S.

Kwangtung, Br. s.s., 1,536, Wm. H. Hunt, 23rd Sept.—Shanghai 20th Sept., Ballast.—C. S. C. Co.

Mausang, Br. s.s., 1,614, R. Houghton, 20th Sept.—Sandakan 14th Sept., Timber.—J. M. & Co.

Prometheus, Nor. s.s., 1,074, Corneilse, 23rd Sept.—Swatow 21st Sept., Gen.—N. Y. K.

Signal, Ger. s.s., 997, G. Schlaikher, 21st Sept.—Haihung via Hohiw 22nd Sept., Gen.—J. & Co.

Hue, Fr. s.s., 701, J. Pannier, 23rd Sept., Haihung 19th Sept., Pakhoi 20th, Hoihow 21st, and Kwoing-chow wan 22nd, Gen.—A. R. M.

Carl Diederichsen, Ger. s.s., 774, J. Kivinen, 23rd Sept.—Pakhoi 1st Sept., Rice and Hoihow 22nd, Pigs and Gen.—J. & Co.

Wimbledon, Br. s.s., 2,436, H. Coward, 23rd Sept.—Pulo Lau, 15th Sept., Coal—Order.

Clearances at the Harbour.

Haihow, for Eswatow.

Vorwärts, for Kwong-chow-wan.

Brighton, for Weihaiwei.

Johann, for Haiphong.

Hupke, for Hohiw.

Yochow, for Canton.

Departures

Sept. 22.

City of Delhi, for Calcutta.

Kuchnow, for moy.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOURIE & CO. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS,
BANKS,								
Hongkong & Shanghai Banking Corporation Do. (new)	80,000	\$125	\$125	{ \$1,000,000 \$11,750,000 \$20,000,000 }	\$1,797,167	{ \$1.15/- for 4 years ending 30th June @ ex 1.2/- 3/16 = \$16.04	4%	\$16.04
National Bank of China, Limited	99,925	\$7	\$6	{ \$12,735 \$30,000 }	\$7,1293	\$2 (London 3/6) for 1903	...	...
MARINE INSURANCES,								
Canton Insurance Office, Limited	10,000	\$150	\$50	{ \$1,675,000 \$200,000 \$10,000 \$10,000 }	\$233,638	\$20 for 1905	7 1/2 %	\$270
North China Insurance Company, Limited	10,000	\$15	\$5	{ Tls. 100,000 Tls. 50,000 }	Tls. 185,529	{ Interim of 7/6 for account 1906 @ ex 2/10 12, 16 per cent	6 %	Tls. 771 sellers
Union Insurance Society of Canton, Limited	2,400	\$250	\$100	{ \$3,000,000 \$70,000 \$45,607 \$135,157.15 \$87,768 }	\$1,460.40	{ Final of \$12 making \$42 for 1905 and Interim of 13th June 1906	5 1/2 %	\$700 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$130,287 \$15,527 }	\$461,467	\$1 for year ending 31st Dec. 5	7 %	\$170 sellers
FIRE INSURANCES,								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$320,449 \$7,010 }	\$362,980	\$6 and bonus \$1 for 1905	9 1/2 %	186
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,256,483 }	\$435,236	\$40 for 1905	13 %	130 sales
SHIPPING,								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 \$264,638 \$93,562 }	\$365	\$1 for 1906	6 1/2 %	\$15 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$250,000 }	Nil.	\$1 for year ended 30th June	6 %	\$14 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$50,000 \$66,989 }	\$27,107	\$1 for 1st half-year ending 30th June	7 1/2 %	\$271
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. (Deferred)	60,000 60,000	\$5	\$5	{ \$6,000 \$370,000 }	\$3,694	5/- for 1906 @ ex 2/10 = \$1.24 per share ..	3 1/2 %	\$24 buyers \$29 buyers
Shanghai Tug and Lighter Company, Limited Do. (Preference)	200,000	Tls. 50	Tls. 50	{ Tls. 54,372 \$400,000 \$1,871 }	Tls. 13,327	Interim of Tls. 12 for account 1907	11 1/2 %	Tls. 472 sellers
"Shell" Transport and Trading Company, Limited	1,000,000	\$1	\$1	{ \$6,000 \$32,957 }	172,370	Interim of 1/- (Coupon No. 8 for a/c 1907	10 1/2 %	Tls. 481 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$1.00 \$50.50 }	\$1,317	{ \$1.00 for year ending 30th June 1907	5 1/2 %	\$20 buyers \$10 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 98,000 Tls. 62,000 Tls. 81,200 Tls. 30,000 }	Tls. 18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %	Tls. 48 sales
REFINERIES,								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$450,000 }	\$9,218	\$8 for year ending 31st Dec. 6	8 1/2 %	98
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none }	Tls. 8,935	\$3 for 1907 .....	...	\$21
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 }	Tls. 6,000	Tls. 4 (8%) for year ending 31st Dec. 6	4 %	Tls. 90 sellers
MINING,								
Chinese Engineering and Mining Company, Ltd.	100,000	\$1	\$1	{ \$110,000 \$16,000 }	\$12,546	Interim of 1/6 for a/c year ending 28th June	4 %	Tls. 158 buyers
Raub Australian Gold Mining Company, Limited	150,000	\$1	\$10	{ \$4,873 }	Nil.	No. 12 of 1/- = 48 cents .....	...	181 buyers
DOCKS, WHARVES & GODOWNS,								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$64,124 }	\$10,335	\$1.75 for year ending 31st Dec. 6	10 1/2 %	\$17
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	\$50	\$50	{ \$16,000 \$33,152 }	\$3,047	Interim of \$2 for six months ending June 30th 1907	6 %	167
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ \$30,000 \$100,000 }	\$491,580	\$4 for 1st half-year ending June 30th, 1907	7 1/2 %	\$103
Shanghai Dock and Engineering Co., Ltd.	15,700	Tls. 100	Tls. 100	{ \$50,000 \$100,000 }	Tls. 10,459	Tls. 3 for year ending 30th April 1907	4 %	Tls. 78
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 100,000 Tls. 10,100 Tls. 75,000 }	Tls. 23,117	Interim of Tls. 8 for account 1907	8 %	Tls. 226 sellers
LANDS, HOTELS & BUILDINGS								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 \$30,000 }	Tls. 3,388	Tls. 6 for 14 1/2 months ending 28th June	6 %	Tls. 103
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	{ \$15,000 \$15,000 }	\$10,968	\$2 for year ending 30th June	9 1/2 %	\$23 buyers \$14
Central Stores, Limited	50,123	\$15	\$15	{ \$1,000 \$6,000 }	39,178	\$1.80 for 1906	12 %	196 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$6,000 \$7,075 }	\$10,925	\$4 for 1st half-year ending 30th June	10 1/2 %	195 sales
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$20,000 \$50,000 }	\$50,418	Interim of \$31 for half year ending 30th June	7 1/2 %	\$101 sa. and b.
Humphreys Estate Finance Company, Limited	150,000	\$10	\$10	{ \$1,567 }	\$1,567	80 cents for 1906	7 1/2 %	\$36
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ none }	\$1,089	\$2 for 1906	7 %	102 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 869,493 }	Tls. 61,978	Interim of Tls. 3 for account 1907	7 1/2 %	Tls. 102 buyers
West Point Building Company, Limited	12,500	\$50	\$50	{ Tls. 170,000 none }	\$1,539	Interim of \$2 for half year ending June 30th	8 %	548
COTTON MILLS.								
Ewp Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 }	Tls. 6,4986	Tls. 10 for year ended 31st Dec. 1906	15 1/2 %	Tls. 65 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ Tls. 150,000 }	\$14,269	50 cents for year ending 31st Dec. 7	4 1/2 %	\$101
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 150,000 }	Tls. 30,211	Tls. 6 for year ended 30th June 8 (8%)	11 1/2 %	Tls. 53
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none }	Tls. 31,469	Tls. 8 for 1906	8 %	Tls. 90 sellers
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	{ Tls. 28,257 }	Tls. 50,663	Tls. 50 for 1906	17 1/2 %	Tls. 290 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ \$1,399 \$9,000 }	\$638	1/3 per share for 1906	9 %	161
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ none }	\$10,53	\$3 for 1905 .....	...	\$20 sellers
China-Borneo Company, Limited	10,000	\$12	\$12	{ \$1,000 }	\$11	\$1 for 1904 .....	...	\$91
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 50,000 }	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905 .....	...	Tls. 58 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$1,000 }	\$25,000	60 cents for year ended 31st Dec. 5	6 %	16 buyers
Do. Do. special shares	50,000	\$10	\$10	{ \$1,000 }	\$185	80 cents for 1906	9 %	19 sales
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$1,000 }	\$2,555	\$1.30 for year ending 31st Dec. 1906	7 1/2 %	17 buyers
Dairy Farm Company, Limited	25,000	\$24	\$24	{ \$1,000 }	\$1,10,804	Interim of 50 cents per share for a/c 1907	9 %	51
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$1,000 }	\$15,002	\$1 for year ending 28th Dec. 7	11 1/2 %	\$10 sales
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$186,000 }	\$2,953	1 per share for year ending 28th Dec. 7	7 1/2 %	\$14 sa. and b.
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none }	\$4,361	Interim of \$4 for 1 year ending June 30th 1907	10 1/2 %	\$240
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$105,000 }	\$4,212	Interim of 80 cents per share for a/c 1907	8 %	\$25 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$165,000 }	Tls. 10,374	Third interim of Tls. 71 making Tls. 221 for a/c 1907	8 1/2 %	Tls. 349 sellers
Maaitschappij tot Mijn, Busch-en Landbouwexplotatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 }	\$2,655	\$1 per share for period 19th Oct. to 30th Apr. 07	8 1/2 %	\$162
Peak Tramways Company, Limited	25,000	\$10	\$10	{ none }	P. 34,324	None .....	...	\$5 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	{ Tls. 100,000 }	Tls. 7,990	Interim of Tls. 31 for account 1907	7 1/2 %	Tls. 107
Philippine Company, Limited	50,000	\$10	\$10	{ Tls. 67,523 }	Tls. 9,751	Tls. 4 for 1905 .....	...	Tls. 32 buyers
Shanghai Gas Company, Limited	67,500	\$10	\$10	{ Tls. 45,000 }	Tls. 3,354	Final of Tls. 5 and Tls. 10 for 1906 .....	...	Tls. 66 buyers
Shanghai Horse Bazaar Co., Ltd.	24,000	Tls. 50	Tls. 50	{ Tls. 100,000 }	Tls. 7,843	Interim of Tls. 5 for p		